



FY 2010 Port Security Grant Program (PSGP)

Overview

As appropriated by the Department of Homeland Security Appropriations Act, 2010 (Public Law 111-83) and Section 102 of the Maritime Transportation Security Act of 2002, as amended (Public Law 107-295), the Port Security Grant Program (PSGP) is one of five grant programs that constitute the Department of Homeland Security's (DHS) Fiscal Year (FY) 2010 focus on transportation infrastructure security activities. The PSGP is one tool in the comprehensive set of measures authorized by Congress and implemented by the Administration to strengthen the Nation's critical infrastructure against risks associated with potential terrorist attacks. The FY 2010 PSGP provides funding to port areas for enhancing maritime domain awareness; enhancing risk management capabilities to prevent, detect, respond to, and recover from attacks involving improvised explosive devices (IEDs), Chemical, Biological, Radiological, Nuclear, Explosive (CBRNE), and other non-conventional weapons; as well as training and exercises and Transportation Worker Identification Credential (TWIC) implementation.

In Fiscal Year 2010, DHS awarded \$288 million to promote sustainable, risk-based efforts to protect critical port infrastructure from terrorism

Funding

In FY 2010, the total amount of funding distributed under this grant program was \$288 million. FY 2010 PSGP funds were awarded to promote sustainable, risk-based efforts to protect critical port infrastructure from terrorism.

Eligibility

Seven port areas were selected as Group I (highest risk) and forty-eight port areas were selected as Group II. For Group I and II port areas the FY 2010 PSGP only accepted applications from the designated Fiduciary Agents (FA). All individual entities (including ferry systems) within one of these port areas applied for PSGP funds through their port area's designated FA. Ports not identified in Group I or II were eligible to apply as a Group III or "All Other Port Areas" applicant. There was no designated Ferry allocation. Ferry Systems in Group I and II applied through the designated FA, and all other Ferry Systems applied within Group III or "All Other Port Areas."

The following entities were specifically encouraged to apply:

- Owners or operators of Federally-regulated terminals, facilities, U.S. inspected passenger vessels or ferries as defined in the Maritime Transportation Security Act (MTSA) and Title 33 of the Code of Federal Regulations (CFR) Parts 101, 104, 105, and 106
- Port authorities or other State and local agencies that are required to provide security services to eligible Ferry System applicants (MTSA regulated facilities) pursuant to an Area Maritime Security Plan (AMSP), a Facility Security Plan (FSP), or Vessel Security Plan (VSP)
- Consortia composed of local river organizations, ports and terminal associations, and other local stakeholder groups representing federally regulated ports, terminals, U.S. inspected passenger vessels or ferries that are required to provide security services to federally regulated facilities or federally regulated vessels in accordance with an AMSP, a FSP or VSP; and recognized as Area Maritime Security Committee (AMSC) members by the Captain of the Port (COTP)
- Group I and II FAs

Allowable Costs

The Department identified the following four priorities as its selection criteria for all FY 2010 PSGP applicants:

- Enhancing Maritime Domain Awareness (MDA)
- Enhancing Improvised Explosive Device (IED) and CBRNE prevention, protection, response and recovery capabilities
- Training and exercises
- Efforts supporting implementation of the TWIC

Application Process and Evaluation Criteria

Each Group I and Group II port area was designated a specific amount of funding based upon the FY 2010 risk analysis. Group I and Group II allocations were subjected to change based on the result of the Group III and “All Other Port Areas” competitive review process. Group III and “All Other Port Areas” competed for the funding identified in their corresponding group. Those port areas newly identified as Group I or II had the option of selecting a FA and beginning the FA process, or opting out of the FA process. If opting out of the FA process, individual eligible entities applied directly to the Federal Emergency Management Agency (FEMA) for funding within the Group in which they originally resided.

FEMA conducted an initial review of all FY 2010 PSGP applications for completion. Field-level reviews were conducted by the applicable COTP in coordination with the Director of the U.S. Department of Transportation’s Maritime Administration’s Gateway Office and appropriate personnel from the AMSC, as identified by the COTP. Field review project scores and prioritized lists were submitted to FEMA for the national review process. The National Review Panel (NRP) convened with subject matter experts from DHS and the Department of Transportation (DOT) to identify a final, prioritized list of eligible projects for funding. The NRP conducted an initial review of the prioritized project listings for each port area submitted by the USCG’s COTP to ensure that the proposed projects will accomplish intended risk mitigation goals. The NRP validates and normalizes the Field Review COTP Project Priority List and provides a master list of prioritized projects by port area. A risk-based algorithm was then applied to the National Review Panel’s validated, prioritized list for each port area in all groups. The NRP then evaluated and validated the consolidated and ranked project list resulting from application of the algorithm and submitted their determinations to FEMA and then to the Secretary of DHS for final approval.